

**CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, MAY 15, 2003
KIVA - City Hall
3939 N. Drinkwater Boulevard, Scottsdale, Arizona 85251**

Present: Brian Davis, Commissioner
Mark Gilliland, Vice-Chair
David Hill, Commissioner
Vivian Johnson, Commissioner
Mark Melnychenko, Chairman
John Rooney, Commissioner

Staff Present: Rose Arballo
Madeline Clemann
Aaron Iverson
Michelle Korf
Fran LaPrairie
John Little
Dave Meinhart

Others Present: Scott Hamilton, City of Scottsdale, Parks and Trails Planner

1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:04 P.M.

2. SECRETARY ARBALLO CALLED THE ROLL - ALL PRESENT.

3. APPROVAL OF MINUTES OF APRIL 17, 2003.

Commissioner Hill referenced page 1, second paragraph under item #3, and mentioned that although capital information that will be made available to the Commissioners is important, he believes that the information on the operating budget is valuable to the Commission when weighing values of various competing issues.

COMMISSIONER JOHNSON MADE A MOTION TO APPROVE THE MINUTES OF APRIL 17, 2003 AS DRAFTED. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.

4. ITEMS FROM THE FLOOR.

None.

5. CACTUS ROAD IMPROVEMENTS.

Mr. Cullinane gave an overview of the Cactus Road project. He stated that this project is intended to improve the 96th Street and Cactus intersection; improve stormwater enhancements; construct major collector and district collector standards of the City of Scottsdale; and construct trails and a multi-use path.

Mr. Cullinane explained that the purpose of this agenda item is to get the Commission's approval on staffs' recommendation to:

1. Widen Cactus Road – Freeway to 96th Street modified to five 10-foot lanes
2. Install a pedestrian underpass at 95th Street that provides connection under Cactus for the upper Camelback Wash multiuse path
3. Install roundabouts at 100th, 104th, and 108th Streets for speed management
4. Install rubberized asphalt for sound mitigation measures along the entire corridor
5. Install trail fencing along the corridor when the trail is less than five feet from back of curb

6. Install right turn lanes for northbound and southbound 94th Street, southbound on Frank Lloyd Wright, and where granted by property owners
7. Install three 11-foot lanes on Cactus Road – 96th Street to Frank Lloyd Wright

One of the key elements the Transportation Department used in terms of making their recommendations for this project is a review of existing traffic volumes on Cactus and estimated the future volumes. The 2002 Traffic Volume Report shows that the roadway segment from the Pima Freeway to 94th Street is ranked as the most traveled segment in the city. Traffic volumes on 94th to 96th and 96th to 100th Streets showed a gradual decline in the number of vehicles. The 104th Street to Frank Lloyd Wright remained stable. Overall, the study showed there has not been a tremendous increase in traffic volumes over the last 8 to 10 years. The Transportation Department estimates traffic volumes on Cactus will increase between 20%-30% over the next 20 years.

Listed below are concerns and issues that were addressed during the design concept phase of this project:

- Speeding
- Congestion impacts on adjacent property owners
- Trail on Cactus from freeway to 96th Street
- Sound mitigation
- Bike lanes
- 95th Street path underpass
- Right turn lanes impacting property owners
- A 5-lane roadway will bring more vehicles to the neighborhood
- Landscape the medians
- Underground the power lines
- Cut-thru traffic on 90th, 91st, and 93rd Street off of Cactus
- Turn lanes on 90th Street to improve morning traffic flow

Mr. Cullinane then asked the Commission for any questions they might have.

Commissioner Johnson asked what detour would be used if there was a traffic issue on Frank Lloyd Wright. Mr. Cullinane stated that Cactus Road would be one since it is one of the major east/west roads designated as a full major collector from the freeway to Frank Lloyd Wright. In case of a closure on Shea, people would be routed to Cactus and Via Linda to the south. In case of a closure on Cactus, people could be relocated up to Thunderbird on 100th Street down to Shea.

Commissioner Johnson asked if the approximate speed limit for roundabouts is about 20 mph. Mr. Cullinane answered yes.

Commissioner Rooney asked for clarification on the noise criteria shown on Attachment #8 of the handout in the Commissioners' packets. Mr. Cullinane explained.

Commissioner Rooney asked what assumptions were used to determine the projected roadway capacity. He asked if those assumptions are based on land usage, future lane uses, and/or future population growth to determine the number of lanes will be sufficient to carry traffic as population grows in the future. Mr. Cullinane stated there are a series of variables used to determine the increase of traffic volumes in the future. Staff looked at 2020 conditions and estimates a 20%-30% increase in traffic volume that could be handled by the five lanes and three-lane segment from 96th Street to Frank Lloyd Wright.

Commissioner Rooney asked if there is a safety concern with the lane widths decreasing from 12 feet to 10 feet. Mr. Cullinane stated that lane widths will remain the same for an entire section of roadway and that there are enough transition points designed in this roadway that are safe. He explained that staff is recommending travel lanes to be

maintained at 10 feet for most segments and 11 feet where more room is available in the roadway. He continued to explain that usually when a lane narrows, speeds are reduced. This is where a transition occurs.

Commissioner Rooney asked if truck traffic is anticipated to increase along Cactus. Mr. Cullinane stated this segment of roadway is designated as a no truck route.

Commissioner Davis asked if the noise levels shown on Attachment #8 of the Commissioners' handout took into account the installation of rubberized asphalt. Mr. Cullinane answered no.

Vice-Chair Gilliland questioned the anticipated noise reductions and if the 2-4 reduction is over PCCP or compared to conventional asphalt. Mr. Cullinane stated there are a number of variables (types of pavements, number of man holes in travel lanes, characteristics of the asphalt, etc.) that affect the sound levels. He stated that the typical asphalt is noisier than rubberized asphalt. As a result of the studies done for Scottsdale, staff feels comfortable in using the 2-4 values used in determining the sound level performance.

Vice-Chair Gilliland also questioned some of the traffic volume projections and the transition between 94th and 96th Streets. Mr. Cullinane stated there is a transition that occurs between 94th and 96th Streets where there are four travel lanes up to 94th and then decreased to three lanes between 94th and 96th Streets. At this time, the traffic volume is at about 15,000 vehicles per day in which a two-lane roadway is sufficient. Staff projects the traffic volume in this area to increase to more than 15,000 vehicles per day and, therefore, recommends that five travel lanes continue to 96th Street.

Vice-Chair Gilliland questioned the recommendation of an underpass for a pedestrian crossing on 95th Street. He understands that overpasses are considered during design and can have advantages for drainage, safety, maintenance, and trash collection; but they can also be an imposition to local homeowners. Vice-Chair Gilliland asked Mr. Cullinane for his take on this. Mr. Cullinane stated that the underpass is an alternative, which has received positive input from citizens and property owners in the area.

Commissioner Melnychenko asked for the cost of the roundabouts. Mr. Cullinane stated the cost would be approximately \$100,000.

Mr. Little pointed out that people assume the Transportation Department's primary mission is to move traffic as quickly and in the greatest volumes possible. Although this is an important goal, another goal the department has is to respect the character and quality of neighborhoods. Mr. Little urged that the public understand the department's goal of moving traffic as safely and as much as can be done without bringing negative impact into a community.

Chairman Melnychenko opened the floor for citizen comments. He mentioned that questions could be asked, but would be answered after all citizen input was taken.

Bob O'Hara, 10800 East Cactus Road #56, Scottsdale, AZ

Asked what the configuration of the third lane between 96th Street and Frank Lloyd Wright will be and how it will be used. He also asked if the road from the freeway to Frank Lloyd Wright would be rubberized?

Paul Postlmayer, 10229 East Charter Oak, Scottsdale, AZ

Expressed his concern that widening the roadway will endanger the mixed uses of Cactus Road and will make it dangerous to cut across. The fact that there are approximately 1,000 horses in this neighborhood should be taken into consideration. As there are no stop signs from Frank Lloyd Wright to 96th Street, Mr. Postlmayer suggests that more signs should be installed. Mr. Postlmayer asked what would happen to those residents who have driveways facing Cactus when five lanes of traffic are installed and asked why a traffic circle is not being considered at 96th Street. Due to current repaving on Cactus between 98th and 104th Streets, Mr. Postlmayer questioned why improvements are being done on that segment of roadway without approval.

Nazar Nabaty, 9460 East Paradise Drive, Scottsdale, AZ

Due to the decrease in traffic volumes at 96th Street, Mr. Nabaty questioned why a transition is not being considered at 94th Street rather than 96th Street. He believes that the addition of extra lanes will increase the sound level four decibels and believes that the rubberized asphalt used to reduce sound levels will not make a difference. With regard to roundabouts, Mr. Nabaty feels that roundabouts are an excellent idea, but feels that installing cameras at specific intersections could reduce the number of drivers from driving too fast. Currently, even though Cactus is not a truck street, several truckers drive this street due to no enforcement. The addition of more lanes on Cactus will encourage more trucks to drive on Cactus.

Maria Kokoska, 9781 East Charter Oak, Scottsdale, AZ

Complimented Mr. Cullinane on his presentation. She asked for clarification on the number of lanes contained by the proposed roundabouts at 100th, 104th, and 108th streets. She also asked if the multiuse path on the north side and the sidewalk on the south side of the road will go to Frank Lloyd Wright or will end at 96th Street.

Susan Wheeler, 9616 East Kalil, Scottsdale, AZ

Stated she was involved in the Cactus Corridor Study in 1991 designed to protect the equestrian lifestyle in this identified area of Cactus Road. She explained that horses are on the increase in this area. Ms. Wheeler expressed her concern that the expansion of roadway to five lanes will result in intense traffic making it difficult for horses to be ridden down this segment of roadway. She asked that signals should be placed higher so that equestrian riders are able to push the button. Ms. Wheeler believes that horses will take precedence over pedestrians and bicycles in this area.

Julianne Kucera, 9018 East Paradise Drive, Scottsdale, AZ

Expressed her concern that there is a noise issue for those residents who live on Cactus. She pointed out that there are 13 two-story homes in the Paradise Estate subdivision that face Cactus. Most of those residents sleep upstairs resulting in them being able to hear more of the traffic noise. Also expressed her concern that the projected increase in traffic could possibly end up in her back yard since her residence seems to have the shortest setback. She explained there has been an instance where a car was air bound during a car accident and almost landed in her back yard pool. Ms. Kucera also expressed her concern that there is a speed and safety issue on this roadway. She explained there are school bus stops on Cactus and it is very difficult for kids to cross the street when getting in or out of the bus. She requested that she would like to hear how the safety and speed issues could be addressed.

William Welch, 9556 East Charter Oak, Scottsdale, AZ

Questioned what is going to happen with the intersection at 96 Street and Cactus. If it goes from five lanes to three, he does not understand how cars are going to merge. Mr. Welch asked staff to consider a right turn lane on 96th Street for north/south traffic if the proposed area of roadway will go from five lanes to three. He feels that the installation of a right turn lane will eliminate the traffic congestion currently in this area.

Mr. Bash, resides at 104th Street, 2 blocks south of Cactus

Due to the large number of accidents Mr. Bash has witnessed, he suggests that some type of safety devices (i.e., four-way stop signs) need to be installed in the area of Frank Lloyd Wright/Cactus. He does not support the use of roundabouts. He also believes it is important that projections in traffic should be made up to the year 2020—who cares what they were last year or in 2003. Mr. Bash also opposes the proposal for an underpass, as currently, the road is flooded with any little bit of rain that is received.

Nan Wright, 10800 East Cactus, Scottsdale, AZ

Is in favor of the proposed roundabouts to be installed at 100th, 104th, and 108th Streets. She believes that roundabouts in the specified areas will not only be a beautification project, but will also serve as safety measures.

Seth Friedman, 10525 East Shaw Butte, Scottsdale, AZ

Mr. Friedman asked the following questions: (1) With regard to the south side of Cactus at 106th Street, what are the proposed road design plans and what is going to happen to the cluster of mailboxes?; (2) Is Shaw Butte Drive a city street?; and (3) What is the timeline for this construction project?

Margaret Gooch, resides at 108th Street and Cactus, Scottsdale, AZ

Stated she is in favor of all recommendations staff has proposed and agrees that roundabouts should be installed to discourage drivers from using Cactus Road as a cut through street.

The following citizen did not wish to speak, but submitted his written comments opposing this agenda item:

Jeffrey N. Bryan, 8804 East Sunnyside Drive, Scottsdale, AZ

"I do not understand why Scottsdale believes that every street should be a 101!! This has been for some in history, a wonderful (without noise and traffic) area of Scottsdale! The vehicle speeds will increase, the crime, the noise. (I live at the 101 intersection—dbs will go to 80+--what is your game?—little Los Angeles."

Pertaining to citizen questions, the following answers were provided:

Relative to the group of questions pertaining to equestrian usage, crossing, and safety; Mr. Little introduced Scott Hamilton to talk about these issues.

- Mr. Hamilton stated that attempts have been made to try to push the trails as far back as possible from back of curb, but there are some constraints with the right-of-way. Staff is trying to avoid having to acquire right-of-way and where a trail would be closer to the street, staff is considering putting some type of barrier between the trail and street.
- Regarding the intersection of 96th Street/Cactus, discussions have been held to make this intersection a model for an equestrian crossing with alternative paving surfaces to provide slip resistance to the horses and having elevated push buttons set back from the intersection to allow equestrian riders to push the button before approaching the intersection.
- With regards to the underpass at Frank Lloyd Wright/Cactus, this project has been submitted as a separate CIP project to be funded in 2007-08. This intersection has been identified in the draft Streets Master Plan that shows the location of the underpass.
- The question as to where the trail goes once you get to the underpass is that the trail will continue along the northeast side of Frank Lloyd Wright heading north and across an old bridge crossing the CAP canal that was the old entrance road to Taliesin. There is a non-motorized crossing over the canal that leads to the retention basin that contains the Sanctuary Golf Course, Westworld and the TPC.
- With regards to the separation of the trail from the road, there is a 4 1/2 foot bike lane that provides additional distance between vehicles and the trail.

Mr. Little added clarification that the three different primary uses of the multipurpose trail as being pedestrian, bicycle, and equestrian are in no ranking order in terms of priority uses.

Mr. Cullinane then answered the following:

- Regarding the left turn suicide lane, Mr. Cullinane stated this is an inappropriate term to use for the purpose of this center left turn lane. The purpose of this lane is to provide free flowing movement of traffic and a safe island for making left turns. Left-turn lanes without a median will be striped as a no passing zone.

- With regards to the location as to where rubberized asphalt would be applied consists of the entire project from 84th Street to Frank Lloyd Wright.
- The question pertaining to why no roundabout is being considered at 96th Street is due to the traffic volume at this location being estimated at 30,000–40,000 vehicles per day. From an engineering standpoint, traffic circles are recommended when traffic volumes for all four directions are 20,000 or fewer vehicles per day.
- Regarding the interim improvements on Cactus between 100th and 102nd Streets, this resulted from the January public meeting where residents expressed the need for something to be done in the interim on this section of roadway due to the difficulty of making a left turn into people's driveways. As a result, asphalt was added and the street re-stripped with a center left turn lane for safe movements when property owners enter or exit their driveways.
- Regarding the question on the roundabout exhibit and center left turn lane, Mr. Cullinane explained that the center left turn lane eventually becomes a transition to the center island. A concrete median transitions for the roundabout back to a left turn lane for those properties adjacent to the roundabout.
- With regards to the right-of-way issues in putting a trail and sidewalk on the same side of the street, it was decided that from the freeway to 96th Street, the existing sidewalk on the south side will remain and a multiuse trail will be on the north side.
- Speed limits will remain the same. It will be posted at 35 mph from 94th Street to the freeway and 30 mph thereafter.
- The emerging question as to what happens between 94th and 96th Streets is that there will be two travel lanes eastbound. Striping will direct thru traffic to merge to the center lane and will continue through the 96th Street intersection into the three-lane section that will occur from 96th Street to Frank Lloyd Wright. The second eastbound lane will become a right turn lane to southbound 96th Street.
- With regards to four-way stop signs being used as a safety device, roundabouts have proven a safer safety rate from an accident rate perspective than four-way stop signs. This is the reason why there are no stop signs on Cactus.
- The question on the mailboxes located on 106th Street will be moved back behind the new curb that will be installed in that area. Mailboxes or any other similar structures will be removed at city expense not individual homeowner expense.
- Mr. Cullinane is not aware of any future improvement plans at this time to 100th Street.
- Mr. Cullinane does not know if Shaw Butte Drive is a city or private road.
- Due to this Cactus Road project being completed by segments, it is estimated that it will be complete in 18 to 24 months.

Mr. Little reiterated the goals of this project that it will: (1) provide a safe and efficient travel corridor for current and projected travel demands; (2) preserve the character of neighborhoods; (3) design a roadway that encourages the compliance of posted speed limits; (4) make a quiet road from a design standpoint; and (5) ensure that multi-modal opportunities can travel safely in this corridor.

Commissioner Johnson commented that safety is a primary concern. She believes that reduction of the roadway and underpasses are not safe. She also feels that roundabouts will impede emergency response vehicles and that roadways should not be decreasing due to the increase in traffic volumes and population. Commissioner Johnson believes that due to the city not having sufficient public transportation, it needs to increase its roadway capacity.

Commissioner Rooney concurred with Commissioner Johnson, but also feels there are selective segments of the city that deserve special attention. Although Commissioner Rooney feels this is an area where needs correspond, he says that one of the struggles in Scottsdale sometimes is balancing the needs of the community as a whole with the needs of small segments. He believes the horse community in Arizona brings billions of dollars to the state as a whole and a lot of prestige to the city of Scottsdale; but as Scottsdale has grown, it has given disrespect to what the horse industry brings to the city. Commissioner Rooney believes that attention needs to be given to the Cactus Road area, as it is one of the last places where the horse is given some pre-eminence in the west's most western town. Providing an equestrian trail along a busy roadway is not giving it the respect it deserves. Commissioner Rooney would like to

see this roadway widened to no more than three lanes as a modified neighborhood district collector and supports a five-lane road that stops at 94th Street.

Commissioner Hill commented that he has a vested interest on this agenda item since he has lived off of 90th Street between Cactus and Sweetwater for 14 years and has seen traffic increase every day.

COMMISSIONER HILL MOTIONED TO ACCEPT STAFFS' RECOMMENDATIONS THAT INCLUDES (1) WIDEN CACTUS ROAD FROM THE PIMA FREEWAY TO 96TH STREET AS A MODIFIED MAJOR COLLECTOR (5 LANES) AND INSTALL A MULTI-USE TRAIL ON THE NORTH SIDE; (2) INSTALL A PEDESTRIAN UNDERPASS AT 95TH STREET AND CACTUS FOR THE UPPER CAMELBACK WASH PATH CONNECTION TO 96TH STREET; (3) INSTALL TRAFFIC ROUNDABOUTS AT THE INTERSECTIONS OF CACTUS ROAD AND 100TH, 104TH, AND 108TH STREETS; (4) UTILIZE RUBBERIZED ASPHALT TO MINIMIZE ROADWAY NOISE FROM 84TH STREET TO FRANK LLOYD WRIGHT; (5) INSTALL TRAIL FENCE WHENEVER THE MULTI-USE TRAIL IS CLOSER THAN FIVE FEET FROM THE BACK OF CURB (9.5' FROM TRAVEL LANE); (6) INSTALL RIGHT TURN LANES ON NORTHBOUND AND SOUTHBOUND 94TH STREET AT CACTUS ROAD AND ON SOUTHEASTBOUND FRANK LLOYD WRIGHT BOULEVARD AT CACTUS ROAD; AND (7) INSTALL A MODIFIED NEIGHBORHOOD DISTRICT COLLECTOR (3 LANES) FROM 96TH STREET TO FRANK LLOYD WRIGHT. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 4-2. (COMMISSIONERS JOHNSON AND ROONEY OPPOSED.)

6. PROPOSED REDUCTIONS IN TRANSIT SERVICE DISCUSSION

This agenda item is a follow-up from the April 17 Commission meeting in which a public hearing was conducted on proposed transit service reductions.

Ms. Korf gave a brief update on what has transpired since the April public hearing. She explained that due to the budget dilemma the city is facing, staff is continuing to develop a plan for the city's transit system within the realities of the economy. Some of the issues staff is currently facing is attempting to plan for a system that is funded with fewer resources than has been available in the past; flat revenues are projected to decrease over the next several years, and there is an increasing cost in the transit industry relative to fuel and insurance costs. Staffs' objectives are to return investment to the community whenever possible and to try to minimize service change impacts.

Significant community feedback was received on the proposed transit cuts and was forwarded to the City Council. As a result of the feedback received, the Finance Department was directed to find money to enable Transportation staff to restore some of the proposed cuts presented at the April 17 meeting. Listed below is a revised list of proposed transit reductions recommended by Transportation staff:

- Reduce the frequency on Hayden Road from 15 minutes to 30 minutes during peak hours.
- Routes operating on 68th Street, Granite Reef, Bell Road, and Via Linda are being recommended to move from 30-minute frequencies to 60-minute frequencies.
- The weekend and late night service on Route 72 – Scottsdale Road will run at a 60-minute frequency.
- Eliminate two of six trips from Express Route 512.

The restored service includes:

- 15-minute frequency during peak period on Scottsdale Road Route 72.
- 30-minute frequency on Miller Road Route 76.
- Restore all trips on Express Bus 510
- Restore the city's participation in the Maricopa County Special Transportation Services.

Mr. Little pointed out that funding was found to restore service for one year. There is the possibility that staff and the Commission could face this same discussion relative to service cuts or reductions in service based on revenue projections.

Due to the Commission's interest regarding funding for the downtown trolley, Chairman Melnychenko asked for an update on this topic. Ms. Korf stated that as seven new trolleys have been purchased, the trolley service would continue next year with plans to serve the Galleria.

Commissioner Johnson asked that staff keep record of the number of decrease or increase in ridership so that this data could be made available to the Commission as the issue of reductions in transit service arises.

Relative to staffs' initial recommendation a month ago that totaled \$1.4 million in reduced funding, Commissioner Hill asked for the new total savings in funding. Ms. Korf stated it is a little less than \$1 million.

Commissioner Hill commented that he would like to see the Commission be given the opportunity to work with staff and the city to try to identify other potential revenue channels to maintain and expand transit services in Scottsdale.

Commissioner Hill also requested that the Commission be provided with an update on bus transit every other month in an effort to continue to support transit without reductions of service.

Commissioner Johnson asked how costs would impact the bus shelter program. Ms. Korf stated that the bus shelter program is moving forward. Staff will present an update at the next Commission meeting in June.

Commissioner Rooney expressed his concern in the way information for the transit reductions were presented. He would have liked to see different variations as to how the \$1.4 million cut in transit could have been reached. Commissioner Rooney commented that, in the future, he would like to see staff present different iterations on decision items and that the Commission and staff have the opportunity to discuss and come up with a compromised solution.

Commissioner Johnson questioned how the public would be notified of the changes in bus service. Ms. Korf stated that staff would be meeting with Valley Metro the week of May 19 to start planning an intense notification campaign.

Commissioner Davis asked when these changes would be implemented. Ms. Korf stated it is staffs' intent to implement these changes the beginning of the fiscal year and that it is dependent upon contract negotiations and other logistical items.

7. STREETS MASTER PLAN

Mr. Iverson presented a brief information update on the Streets Master Plan. He provided background information on the purpose of the plan and explained the process in creating the plan, what is in the plan, and what happens next.

In reference to the draft plan included in the Commissioners' packets for their review and input, Mr. Iverson explained that there are four main elements in the plan. These are as follows:

1. Goals and objectives: Mr. Iverson encouraged the Commissioners to review the goals and objectives listed within the draft plan and to provide staff with their input.
2. Street classification map: Mr. Iverson explained that this is one of the main tools used on a daily basis by various departments in the city to try to understand what the future road system and existing road classification is.
3. Street cross-section guides: Mr. Iverson explained these guides are used when viewing a major arterial.
4. What happens next?: Mr. Iverson explained that public and Transportation Commission feedback will be revised into the draft plan which will be brought forth to the Commission. The Commission will then direct staff in a public hearing and at a future session will make a recommendation to the City Council for adoption of the plan.

Before Commission input can be provided, Chairman Melnychenko asked that the Commission be given more time to review the draft plan. The Commission concurred.

Commissioner Johnson complimented staff on the well-written report that is comprehensive and easy to read. She also asked that Mr. Iverson be moved up on the agenda as a presenter for the next meeting. Commissioner Johnson then asked if there is a time frame for Shea to become a designated expressway. Mr. Iverson answered that Shea is currently designated as a major arterial that contains six lanes and is already built out to its ultimate classification.

Commissioner Johnson expressed her concern on Pima Road south and stated that Pima needs some attention. Mr. Iverson explained that Pima, south of Via Linda, is designated a minor arterial with a four lane ultimate cross-section. He explained that this area of roadway is classified as a long-range plan that that there are no CIP projects scheduled for Pima at this time. Mr. Little added that the Salt River Pima Maricopa Indian Community (SRPMIC) does have long-range plans for Pima Road improvements. He also commented that Scottsdale and the SRPMIC understand that the freeway does experience increased traffic volumes that results in Pima Road being increasingly important as a way to carry traffic north and south through this corridor.

Commissioner Johnson asked if there are any plans to try to relieve traffic without widening Pima by the use of light synchronizations, turn lanes, etc. Mr. Iverson stated this is not contained in the Streets Master Plan and that there are ongoing RCI and ITS programs that can be referred to help with this issue.

Vice-Chair Gilliland asked if there is a timeline as to when this agenda item would return to the Commission for action. Mr. Iverson stated that unless there is a large interest in making major changes to the draft plan, staff would return next month to seek input and a recommendation from the Commission for the City Council to approve and adopt the plan for the city.

Vice-Chair Gilliland asked if public input on this draft plan is still being sought and asked what types of comments are received. Mr. Iverson stated that input is not as intense as it was three to four months ago and that staff is still accepting information until possibly the time a recommendation from the Commission is made. Mr. Iverson stated that trying to get the interest of citizens on the master plan is difficult. The citizens who attended the open houses were usually interested in what is happening in their neighborhood and street.

Mr. Little pointed out that part of the public input process generated a couple positive newspaper articles that accurately covered the importance of the Streets Master Plan and what the plan's effort is about. Mr. Little reiterated that public comment would still be obtained when this issue comes forth to the Commission in June as an action item.

Again, Mr. Iverson added that the rural cross-section is a very important part in the development of the Streets master Plan.

Commissioner Hill recommended that the various goals listed in the table of contents and appendices of the report be labeled with a nomenclature of simple names along with page numbers. Mr. Iverson agreed to do this.

8. DOWNTOWN PARKING MASTER PLAN

This agenda item was pulled due to the length of the meeting and will be rescheduled for a future Transportation Commission meeting.

9. COMMISSIONER COMMENTS

Commissioner Hill complimented staff on a job well done. He commented that these recent revised transit reductions are more palatable than the ones brought forth to the Commission last month. Commissioner Hill encouraged staff to work toward the best that can be done for the next budget cycle and to provide the Commission with feedback on a regular basis. He also asked staff to inform the Commission on how they can assist staff to optimize transit in Scottsdale.

10. GENERAL MANAGER COMMENTS

Mr. Little encouraged the Commission and citizens to participate and provide input at the public meetings where discussions will be held on the regional draft plans. With regard to the roll out of the regional transportation plan

that relates to the extension of the ½ cent sales tax that could go before the voters in Spring 2004, Mr. Little stated that a public hearing to seek citizen input would be held on June 3, 2003 at Horizon Park at 6:30 p.m.

To prevent a violation of quorum, Commissioner Rooney suggested that a poll of the Commissioners be taken to determine who will attend this meeting on June 3.

11. ADJOURNMENT

COMMISSIONER JOHNSON MOTIONED TO ADJOURN THE MEETING AT 8:44 P.M.

COMMISSIONER HILL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.

Respectfully submitted,

Rose Arballo
Recording Secretary